डीजल तथा विद्युत कर्षण की तुलनात्मक चालन लागत (नवीनतम उपलब्धता) इस प्रकार है:-

	यात्री	माल
डीजल	99.58 रु०	65.51 रु०
बिजली	94.33 रु०	52.37 रु०

विद्युतीकरण के कारण परिचालन की लागत में नीचे दी गई प्रतिशत कमी होने का अनुमान है:-

यात्री — 5.57

माल — 25.09

MRTS Phase-I project between Chepauk and Tirumailai

1231. SHRI S. MUTHU MANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the work from Chepauk to Tirumailai under MRTS Phase-I project has been completed and ready for operation of train services between these sectors and that the Sourthern Railway authorities have requested the Commissioner of Railway Safety (CRS) to inspect the track laid from Chepauk to Tirumailai;

(b) if so, whether the C.R.S. have given its approval;

(c) if not, the reasons therefor;

(d) whether the project under MRTS Phase-I is running behind schedule due to paucity of funds; and

(e) if so, what action has been taken by the Ministry to release requisite funds to Southern Railway to complete this project?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Yes, Sir. However, some works at stations are yet to be completed?

(b) Yes, Sir.

(c) Does not arise.

(d) No, Sir.

(e) Does not arise.

Defective consignment of Rails supplied by SAIL

1232. SHRI GURUDAS DAS GUPTA:
SHRI JALALUDIN ANSARI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a huge consignment of rails supplied by SAIL was found to be defective;

(b) if so, the details thereof;

(c) whether the matter has been taken up with the Steel Authority of India Limited; and

(d) if so, the details thereof and with what results?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Yes, Sir. It is a fact that some consignments of rails supplied by SAIL/ Bhilai Steel Plant (BSP) were found defective.

(b) The details are as under:

i) Fractures in rails were first detected on 28-1-97 at Kalyan. These rails were manufactured at BSP on 18-1-97.

(ii) Defects in rails occurred due to overstressing of the same during straightening process at manufacturing stage.

(iii) Rails produced at BSP between 1-1-97 to 28-1-97 have been treated as 'Suspect Rails' & not accepted by Railways for use in track.

(c) and (d) Yes, Sir. The matter has been taken up with SAIL at the highest level. A time bound programme has been finalised by the Ministry of Steel for providing required inputs for improvment of quality of rails produced at BSP.

Trend of investment in the Railways Sector

1233. DR. MANMOHAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) what is the trend of investment in the Railway sector since 1995-96;